

# WHITE ANTS A MENACE

To Buildings, Trees and Crops,  
Say Department of Agri-  
culture Experts.

WASHINGTON, Feb. 19.—Termites, or "white ants," are frequently the cause of serious damage to buildings and occasionally to trees and crops. They are not really ants, but their appearance, which, except in color, superficially resembles that of ants. Like ants, too, they live in large colonies usually located in dead trees, in the foundation timbers of buildings, in wood that is in contact with the ground or is underground passages in the earth.

In the eastern and southern portions of the country, damage from these insects to foundation timbers, flooring in basements, and other woodwork is common and sometimes serious. It is only occasionally, however, that living

## Vegetation is Attacked.

and then principally on recently cleared land where there is much decaying wood and humus in the soil. An infestation of corn in the prairie region of Kansas is reported to have been due to the presence of enormous numbers of the insects in the heavily sodded soil, but says Bulletin No. 333 of the United States Department of Agriculture, a professional paper by Thomas E. Snyder, which reports in detail on the economic importance of termites in the United States, "It should be borne in mind that such damage to living plants is usually occasional and then only local, and not in general a serious problem."

The damage that termites do to buildings is more important. Many of the buildings in New Orleans recently demolished by a hurricane were found to have been mined by insects, probably by termites and such seriously weakened. The termites frequently honeycomb beams, flooring walls and other woodwork, even as high up as the second and third floors of buildings. They obtain an entrance through the subterranean galleries for comparatively long distances. Frequently the damage is not discovered until the floors have settled or the joists collapsed. In such cases

## Extensive Repairs.

and the removal of the damaged timber are often necessary. All wooden farm buildings are liable to infestation as, in fact, is any timber that comes in contact with the ground. Bridges, telephone and telegraph poles, mine props, fences, woodwork in wells, wooden silos, beehives and lumber piled on the ground have all been seriously damaged in this way. Once they have gained entrance to a building, the termites frequently prove very destructive to many kinds of material stored in it. In houses they destroy furniture, wall paper, books, fabrics, clothing, shoes, leather goods and food that is stored in dark damp basements.

To prevent their attacks the foundations of buildings and the basement floor should be made entirely of brick, stone, or concrete, and no woodwork should be in contact with the ground. This precaution is recommended particularly for the southern states. Beams or joists should not be imbedded in concrete, as a crack will provide a means of ingress for the insects. Books, documents, and other material susceptible to attack should not be stored in unventilated rooms where they may become moist or moldy. When building has already become infested, the only effective remedy is to tear out that part which harbors the insect and to rebuild it in such a way as to prevent future invasions, that is by substituting rock foundation or foundation timbers impregnated with coal-tar creosotes.

Certain woods, however, are known to be resistant to termites. Black walnut and persimmon, for instance, among the cabinet woods, have this quality and several of the cedars and the southern bald cypress are both

Resistant and Durable.

In contact with the ground. In other words resistance for varying periods, depending upon the method of treatment, may be obtained by the use of chemical preservatives, the most effective of which are coal tar creosotes.

In nurseries and orchards, "white ants" have frequently proved troublesome. In orange groves they have been known to eat away the bark from the base of the tree and have done similar damage to deciduous fruit trees in the southern states and in California. Cases are on record also in which they have been troublesome in vineyards and have injured pecan, chestnut and walnut trees. Dead timber in forests rapidly become unmerchantable when attacked by the insects. Injured trees, especially the oak and chestnut, suffer from attacks upon their roots and the lower part of their trunks.

Because the termites are found chiefly in recently cleared ground, this should be avoided in planting nursery stock. Rotation of crops will prevent serious damage on the farm. In green houses, iron frames and concrete work should replace wood as much as possible, and what woodwork is used should be impregnated with bichloride of mercury.

# RUSSIAN SPY BUREAU IN CONNECTICUT CITY

Grand Duke, Said to Be Czar's  
Brother Michael, Visited  
Bridgeport Offices.

BRIDGEPORT, Conn., Feb. 19.—Discover that a Russian grand duke probably the Grand Duke Michael, brother of the czar, had recently been in Bridgeport incognito, and that in a suite of magnificent appointed offices in the First National Bank building there, is ensconced a big staff of Russian army officers and secret service men, has led to startling disclosures of the activities of agents of

# SOME AIRSHIPS ARE USELESS AT THE FRONT

Those Made in America Give  
Lots of Trouble, Says a  
British Aviator.

NEW YORK, Feb. 19.—Not a single aeroplane made in the United States is capable of enduring the service demanded of the machines used at the scene of war today, according to Lieutenant J. E. C. Scott, a British aviator and aeronautical engineer, who is in the country on a diplomatic mission for his government. He added that there is not an aeroplane motor made on this side of the Atlantic which is capable of giving the service needed.

"We are constantly having trouble with the machines made over here," Lieutenant Scott said, "partly because your American manufacturers are careless. You do not take the pains in building a machine that the French and British makers do. But it is partly also because you have not learned the requirements."

"Do you know that in this country the manufacturers actually do not understand the specifications which are imposed by the purchasing governments in regard to motor manufacturing—the quality of steel and such things?"

## Fine Figuring by English.

"In building a war machine the British makers figure as close as 1-100 of an inch on the wooden parts and

# WILL OPEN NATIONAL FORESTS TO PUBLIC

Mount Mitchell Area Soon to  
Be Opened for Benefit of  
Summer Campers.

ASHEVILLE, N. C., Feb. 19.—The national government is completing plans for the opening up of the Mount Mitchell forest reserve in western North Carolina, as a national park, and definite plans to call attention of tourists and others throughout the country to the advantages that will accrue to them in the way of recreation and pleasure from spending a few weeks each summer camping in the mountains of western North Carolina, will be evidenced in a handsome booklet now being prepared by the government. The government intends to throw open the mountain forest reserve in this vicinity as one great park.

The booklet referred to will contain maps and many

## Beautiful Pictures

In addition to a vivid description of the mountain area, which will be given free to parties and families that may desire to spend the summer camping free, or establishing permanent summer homes at a nominal fee, in this wonderful mountain section, where outdoor recreation and health may be enjoyed to the fullest extent.

The Mount Mitchell forest reserve has recently been acquired by the federal government for the purpose of conserving the timber reserves of the country, and protecting the pure and abundant water supply of streams and springs which have their origin in this wonderful mountain area, and from which Asheville gets its pure water supply.

The forest reserve department of the government is having the co-operation of the Southern railway in bringing the opportunities offered by the forest reserve to the attention of the public, and will give all aid and information possible to campers, and persons desiring to build summer homes, in finding

## Suitable Locations

in the Mount Mitchell forest reserve for the coming summer.

This will be welcome news to hundreds of people who want to be free from city life, and who have not heretofore had such an opportunity for living and camping in the great forests of the mountains of the "Land of the Sky." Chief Forester A. S. Graves has just written an official letter which gives just the information which intending summer vacationists or campers, would like to have.

"I am very much interested in the development of the Appalachian national forests for recreational purposes. The enjoyment by the public of the national forests for all sorts of outdoor recreation is recognized as one of their important uses, and ample regulations exist for the purpose of facilitating this use to the fullest extent. The roads and trails built primarily for the purpose of administration and protection, are open to all who desire to tramp or ride through the national forests and the only restrictions existing are that travellers observe the ordinary precautions the czar in Bridgeport.

1-1000 for the steel parts of the body, while for the motor it is usual to figure 1-10000 of an inch. That is why our machines last, while the average American machine at the front is useless after five or six hours in the rough weather. The machine is warped and the motor is worn out.

"There are only about six makers in the United States who produce a machine that can really fly, and not one of these can be compared with the average home made machine. You have not a single motor that is satisfactory."

Lieutenant Scott could not talk about his own experience on the front, but he derided the flying corps of Germany as inferior and "lacking in sportsmanship."

"They don't dare to do what the British, French and Belgians do every day," he said. "You never see a German plane scouting over the lines alone, and you never see a German plane rise up to meet one of our scouts singlehanded. Whenever they see a hostile plane coming near they wait until it is right over the lines. Then four of them will get up in a square about them, and even at that they practically never get us because their machines aren't in our class."

## Three Classes of Machines.

"We have three classes of machines in the service. One is the ultrafast cruiser, capable of making from eighty to ninety miles an hour; the second is the fighting machine, which goes from sixty to eighty with big loads; the third is the speedy scout, which is a short machine capable of from ninety to 130 miles an hour. Our scouts outclass the enemy by about ten miles an hour, and that's why they are almost never caught."

"The newest and fastest of the British machines is the one you have heard of as the 'Super Bullet.' It will make between 120 and 130 miles an hour with a crew of four men, and experiments are being made to increase its speed further. It is a larger plane than the 'Super Canada.'"

A recent official estimate gave New Zealand a population of 1,164,745.

Hammers were fashioned originally after the outstretched human hand and fist.

# FIRE IS KEPT BURNING FOR MANY YEARS

Started in Kettle, It is Kept  
Alive for Over Three-Quar-  
ters of a Century.

A fire has just gone out in a Missouri cabin for the first time in the better part of a century, seventy-nine years to be exact. The fire came originally from Kentucky and the history of how the embers were kept glowing during the long journey from the blue grass beyond the Mississippi forms a most interesting tale.

Eighty years ago, in a Kentucky valley, R. D. Duckworth, then a strapping and ambitious young man, decided to migrate. "I hate to leave old Kentucky," he said, "but I must go. There is one thing, however, that I will take with me," he remarked to a group of neighbors who had gathered about the war hearth in his father's home to bid him good-bye.

## "What's that?" some one asked curiously.

"And that's this fire," he replied. Next morning Duckworth and his wife, taking wagons, guns, kettles and axes, and children, started for the lands beyond the great river. Swinging under the bed of the wagon was an iron kettle, carrying the coals from the parent hearth. This fire Duckworth fed at intervals with great care. Aside from sentiment it was a great convenience, ready at noon or night or at any stop to break the gloom and cook the food. The fire was carefully watched and never allowed to go out.

## Built Home in Wilderness

The family often was followed by Indians but never molested. Having arrived in Missouri, after a long and weary march behind the slow-plodding ox team, they settled in Spring Hill township, Livingston county. There they tied the oxen, unloaded the children, and leaving the household goods in the wagon for that would be their only home for some time to come, Duckworth took his ax and began to clear a place in the wilderness.

But before the family did so they did something else. They took down the old kettle from the back of the wagon, put it away against the time when they should want to swing it from the crane on the hearth, and took from it the big fire that was to be kept until they were under a roof and in front of a real fireplace.

Months later a rude cabin was hewed out of the timber of the farm. They plastered the cracks with mortar and built a rude stone fireplace. The few homely household articles were placed inside. And then they took the fire which had come all the way from Kentucky in the old kettle and had since burned in log-heaps, to the new-laid wood on the hearth.

## Fire Outlived Pioneer

Time went on. The wilderness was cleared, the roads improved and the modern inventions, stoves, introduced into the neighborhood. But the Duckworth fire never failed. It was never allowed to go out. The family grew up and scattered. The father passed to his reward. Recently the aged mother, whose years had numbered ninety-three, went to join him. None remained but a son, Mett Duckworth.

One thing lived on with him. It was the fire. And as the old man prepared his simple meals, the corn bread he had made and eaten from a bowl, the salt meat followed by a pipe, the fire seemed so human that it kept him company. There was no danger of its going out. He saw to that. But at last the cabin grew too old, too uncomfortable, and Mett built a new pine house without a fireplace—only a stove. The other day he moved in. And for the first time in nearly eighty years the fire on the cabin hearth turned to gray, dead ashes. Mett said he preferred to let the old fire die with the old home. "Kinder sacriligious to move it into a stove," he remarked.

# HOLY CITY VISITED BY A WHITE MAN

Adventurous Traveler Makes a  
Trip at Risk of Almost Cer-  
tain Death.

CONSTANTINOPLE, Feb. 19.—Bronzed like a native son of the desert and in dress, speech and manners an Arab, the only white man who ever openly visited Medina, the Holy City of the Mohammedans, has returned here. The pilgrim was Dr. Karl Neufeld, the famous "prisoner of the Mahdi," who was liberated by Lord Kitchener in the Sudan many years ago.

Few men have had a more romantic and exciting career than this celebrated traveler. As a physician, teacher, merchant and contractor, he went to the Sudan in 1884. When the uprising of the natives began he was taken prisoner by the Mahdi and kept in chains for twelve years. Freed by Kitchener, he returned to Germany, but after a lecturing tour he made his way back to the Sudan. Shortly after the outbreak of the present war he had to leave his adopted country again, as he was expelled by the British authorities.

After his return to Germany he was sent to Constantinople, where he placed himself at the disposal of the Turkish government. He was used as an emissary to the Arabian tribes and for this work probably no man is better qualified. As he speaks the dialects of all the Bedouin tribes, knows their customs and has embraced the Mohammedan faith, he wins confidence wherever he appears

# WORLD'S FAIR NOTES

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Sprang lush from the fount of  
Earth's generous heart.  
She sits like a queen on her high  
throne of beauty  
Her glances reaching for the west  
and the east.  
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—Rose Hartwick Thorpe.

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The dedication of San Diego's ex-  
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stallation of foreign exhibits, con-  
struction of new buildings and reor-  
ganization of the Isthmus, which  
houses exposition amusements.

Last season was the greatest in  
the history of the Yellowstone Park,  
as 45,000 visitors passed through the  
place.

# AT 80, HE PLANS TO TAKE A BRIDE

"Youth" Has Been Married  
Twice Before and Almost  
a Third Time.

Although eighty years old, Samuel  
Hockenheimer, a retired merchant, of  
2652 North Fifth street, is still a  
winning warrior. He got a license to  
marry Mrs. Anna R. Eisenstein, fifty-  
six years old.

Hockenheimer has been married  
twice, and almost a third time. The  
"almost time" was last May, when he  
got a license to wed Mrs. Augusta  
Lehrfeld, fifty-four years old, 2058  
North Franklin street. The day after  
the license was granted, Mrs. Lehr-  
feld jilted him and tore up the paper.  
"She said I didn't have enough  
money, so I told her to go and marry  
Rockefeller," Hockenheimer said.

The jilting didn't discourage him,  
however, and he was as chipper as a  
bridegroom of twenty when he talked  
about his coming wedding.

"Married life always agreed with  
me," he said. "Here I am, eighty years  
old, and still young and happy. I can  
dance a cakewalk just like I could  
thirty years ago. I have a good dis-  
position and have always had a good  
wife. Give a man work, money, and  
good disposition and a good wife, and  
you have a combination that is hard  
to beat."

The eighty-year-old bridegroom was  
asked if he had any advice to give  
to young persons contemplating matri-  
mony.

"Advice is no good," he replied. "Let  
them get married and find out. Let  
them take a chance—I did. The only  
advice I ever received which I thought  
was good came from a brother of mine  
whom I had not seen for years. He  
lived in Holland, where I was born.  
I used to send him postcards, which  
cost five cents postage.  
"He sent me a letter and advised  
me not to spend so much money on  
postage. I thought he was in poor  
circumstances and was going to send  
him money, when I learned of his  
death. A short time afterward I was  
notified that he had left me the in-  
terest on \$350,000, so I thought his  
advice was very good."

American films are more popular  
than ever in the U. S. (England)  
motion picture theaters, especially  
the "comedy" pictures.

Before Lorraine was united with  
France, in 1738, it belonged to the  
deposed King of Poland. Before  
that it belonged to Austria.

# Solomon Would Exhort To Build Good Roads

Were He Living Today and  
Wanted to Take His Fam-  
ily to Some Market.

WASHINGTON, Feb. 19.—"Wisdom  
is the principal thing; therefore get  
wisdom; and with all thy getting un-  
derstanding." That is one of the pro-  
verbs of Solomon, the wisest of all  
men. If he were living in one of the  
country districts in the United States  
today, and wanted to take his family  
to some market or other town he  
would doubtless exhort the people to  
build good roads. Estimating the dead  
weight of his family at one hundred  
pounds per person it would be neces-  
sary for him to provide transportation  
for one hundred thousand pounds, or  
fifty tons, and the average cost of  
hauling on the common roads of this  
country is twenty-three cents per ton  
per mile or for a distance of ten  
miles \$115.00 which would be a prohi-  
bitory rate in the case of transportation  
for the members of one's family.

The railroads would do the same work  
with better accommodations at three  
cents the mile and the railroads in the  
United States have been bonded to  
the extent of about \$12,000,000,000.  
They could not have been financed in  
any other way, and this is why, if he  
were living now on the rural free de-  
livery route, Solomon would exhort all  
the people to vote for the issue of  
bonds in aid of road construction, in  
the first place because it is the most  
direct and economical and because  
all the other methods which have failed  
to give the country what is needed for  
the promotion of its industrial, com-  
mercial and social life.

One of the most illuminating and  
convincing statements made up for  
the subject of "County Bond Issues for  
Road Improvement" is contained in  
the correspondence between L. E.  
Johnson and D. H. Barger. Their  
letters were printed in pamphlet form  
and widely distributed in the state of  
Virginia about four years ago but  
there has been little added to the  
fundamentals since this debate took  
place. It was this way: the judge  
of the circuit court of Tazewell coun-  
ty ordered an election in that county  
on the question of issuing \$225,000  
bonds for the purpose of constructing  
roads in that county. Mr. Johnson,  
who is president of the Norfolk and  
Western Railroad, as one of the large  
taxpayers in the county, was asked  
to say whether he was in favor of  
the proposed bond issue and why, and  
he asked Mr. Barger, who did not  
agree with him, to say why he was  
opposed to the issue. There was only  
one side of the question left after Mr.  
Johnson finished his argument. His  
reasons were based upon an economic  
business proposition, coupled with the  
unquestionable benefits that would ac-  
cure to the people of the county from  
an educational, religious and social  
viewpoint. The cost of hauling to the  
point of railroad transportation would  
be reduced at least one-half. That  
would be ample return to the people  
of the county for the bonds issued in  
this behalf. "The best schools are  
always situated on good roads, the  
worst schools on bad roads." The  
average school attendance the year  
around in communities provided with  
good roads is over eighty per cent;  
the average attendance in communi-  
ties handicapped by bad roads is some-  
times as low as thirty per cent and  
rarely exceeds seventy per cent. Any-  
body with children to educate will  
perceive the great advantage to them  
of good roads. Eighteen per cent of  
the road mileage of the county carries  
about ninety per cent of the traffic  
and ninety miles of the main roads of  
Tazewell county would be sufficient  
to take care of the principal traffic  
of the county. The amount of bonds  
to be issued would amply take care  
of the main highways, built at a cost

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the license was granted, Mrs. Lehr-  
feld jilted him and tore up the paper.  
"She said I didn't have enough  
money, so I told her to go and marry  
Rockefeller," Hockenheimer said.

The jilting didn't discourage him,  
however, and he was as chipper as a  
bridegroom of twenty when he talked  
about his coming wedding.

"Married life always agreed with  
me," he said. "Here I am, eighty years  
old, and still young and happy. I can  
dance a cakewalk just like I could  
thirty years ago. I have a good dis-  
position and have always had a good  
wife. Give a man work, money, and  
good disposition and a good wife, and  
you have a combination that is hard  
to beat."

The eighty-year-old bridegroom was  
asked if he had any advice to give  
to young persons contemplating matri-  
mony.

"Advice is no good," he replied. "Let  
them get married and find out. Let  
them take a chance—I did. The only  
advice I ever received which I thought  
was good came from a brother of mine  
whom I had not seen for years. He  
lived in Holland, where I was born.  
I used to send him postcards, which  
cost five cents postage.  
"He sent me a letter and advised  
me not to spend so much money on  
postage. I thought he was in poor  
circumstances and was going to send  
him money, when I learned of his  
death. A short time afterward I was  
notified that he had left me the in-  
terest on \$350,000, so I thought his  
advice was very good."

American films are more popular  
than ever in the U. S. (England)  
motion picture theaters, especially  
the "comedy" pictures.

Before Lorraine was united with  
France, in 1738, it belonged to the  
deposed King of Poland. Before  
that it belonged to Austria.